

WHALE AS A BONANZA

Fortune Realized By Man Now Here.

About one hundred and thirty thousand dollars is what Captain James Earle, a New Bedford whaler now visiting in Honolulu, realized in 1882 from one sperm whale. In fact, the whale was one of the most valuable ever caught in any ocean.

It was not the ninety barrels of oil which gave the leviathan his extraordinary value, for that was sold for something like \$4,000, but within the whale's vast interior there was found a solid piece of ambergris weighing 750 pounds. This was the largest single piece of ambergris ever found according to the records, and that it came from one lone whale made the rich discovery the more interesting to the scientific world.

This seven hundred and eighty pound piece of ambergris was sold for chunks in all markets of the world for about \$25,000 sterling and it laid the foundations of wealth for almost every man interested in the whaling expedition, which originated in New Zealand.

Captain James Earle is not unknown to Honolulu and Honoluluans for he came here in 1867 on the whaling ship Europa as a cabin boy, his father then being the first mate. The vessel came here from Edgartown, Mass., around the Horn. From the island of Nihoa several bullocks were secured, and from Honolulu green stuffs, water and all manner of food for a year's cruise were taken aboard. The cruise was in the Okhotsk sea. Capt. Earle was engaged for four years in these voyages in the Europa and then entered the merchant service but left it later to again become a whaler. He then went to New Zealand to join the whaler Splendid which he fitted out obtaining thereby a bounty of \$10,000 offered by the New Zealand government for the first whaler fitted out for service. He went as second mate and rose by promotion until he became master and part owner.

It was in October, 1882, that the Splendid while cruising about the Chatham Islands east of New Zealand came upon the sperm whale which was the biggest bonanza of the sea on record. Ninety barrels of oil were taken from him and while delving into the carcass the huge piece of ambergris was found. Ambergris is a concreted formed only in the intestines of the sperm whale and is sometimes found floating on the surface of the sea like pumice stone, near where this animal cruises. In it are often found imbedded the horny beaks of the squids on which the whale feeds. It was formerly used in medicine, but is now dissolved in alcohol and used as a base in perfume, rendering them more lasting. It affords about 85 per cent of a peculiar fatty and crystalline substance called ambrein.

The voyage of the Splendid in that season was a fortunate one in every respect for he came into Littleton port, New Zealand, with the big piece of ambergris worth its weight in gold and 1100 barrels of sperm oil.

"When we arrived in port," said Captain Earle yesterday, "I telegraphed to the agent of the Ottago Whaling Company to come up. He came, the ambergris was taken ashore, loaded into a car which was locked and the key stowed away in the agent's pocket, and he stood guard there until the stuff was safely placed. The first year that I had brought any ambergris into port we got \$25 a pound for twenty-one pounds, but when this big piece came in the news so astonished everybody that cablegrams were sent all over the world, and the result was that the price dropped. Some went to London, but as for my own share I took it in bulk and carried it home with me. I wasn't in a hurry to sell it, but thought by waiting the market for it would rise. I got \$18 an ounce for the gray and \$8 for the black, while in London it had only brought \$12 and \$4. The last of my share was sold in 1891. I remained with this company until 1886 when I went home. I have taken more than a thousand sperm whales since then and have never found in any of them a piece of ambergris."

In token of their appreciation of his excellent service, in obtaining such a valuable cargo, the company presented Captain Earle with a handsome gold watch on the inner cover of which is engraved:

"Presented to Capt. Jas. Earle By the Ottago Whaling Co. N. Z., June 1, 1883."

Last year the captain cruised about the Japan Sea securing thirty-eight whales and his voyage before that in 1886 resulted in the taking of seventy-eight whales. He says that the sperm whale abounds almost as plentifully as in the past but that the right whales and bowheads from which the whalebone is obtained, are becoming more and more scarce. Sperm oil commands an excellent price in the market, 65 cents a gallon being the amount generally received by the whalers.

Six years ago Captain Earle was married in Honolulu to Miss Matthews who came here from New Zealand to become a bride. They were married at the residence of Mr. White, W. W. Hall giving the bride away. They will remain here until the Ventura sails for New Zealand next week when they will depart for Auckland to remain a year, after which, Captain Earle will resume his quest of the oil leviathans.

Los Angeles' Great Hotel.

LOS ANGELES, July 9.—Plans have been drawn for an immense apartment house, shops and pleasure grounds to be established on the crest of the hill near Fourth street and Bunker Hill avenue, the total cost of which is expected to reach \$4,000,000. This structure is intended for wealthy tourists who do not care to pass the season at the hotels. It is proposed to erect an immense building in early Egyptian style.

BISHOP RESTARICK WILL BRING THREE CLERGYMEN

One of Them Will Probably Build Up a Church at Hilo—Bishop Appeals for Mainland Support for Two.

THE Church Messenger contains the following:

The following circular has been issued by the new Bishop:

San Diego, Cal., June 18, 1902.

My Dear—

The church has called me to go to Honolulu as Bishop of our new Hawaiian Territory. I have cheerfully and hopefully accepted the call, relying upon the grace of God and the support of the church.

I have been to San Francisco and had a consultation with Bishop Nichols, who has just returned from Honolulu and is now Bishop in charge.

I have joined with him in asking the Board of Missions for an appropriation of \$1500, which will barely continue the mission work as we have received it, including three interesting and prosperous Chinese missions, one with over 100 communicants.

For new and aggressive work now waiting to be done, Bishop Nichols says I should take two, and if possible three, men with me, and that the only way he sees to do this is for me to raise sufficient money among my friends to be able to support them for a year, leaving them free to use the money obtained on the field for the erection of buildings, etc. One of the openings is in Hilo, the second city in point of population in the Islands, now containing about 6000.

In this town a churchwoman, who lives there, writes me: "We have not now, nor have we ever had, a church in Hilo, but we look for a radical change when you come."

Besides this, if money is forthcoming, there is much work to be done.

VENICE GOING TO FALL DOWN

VENICE, July 14.—The Campanile (detached bell tower) of St. Mark's church, ninety-eight meters high, collapsed at 10:40 this morning and fell with a great crash into the piazza.

The campanile, which was entirely detached from the cathedral, collapsed where it stood and is now a heap of ruins. The cathedral and Palace of the Domes are quite safe, but a corner of the royal palace was damaged. Repairs on the Campanile were to have commenced today. It is feared there was some loss of life. The ruins are surrounded by a cordon of troops.

The first intimation of the danger was the sudden appearance yesterday of a longitudinal crack in the corner of the wall facing the clock tower and the breaking of two windows. A concert which had been arranged to be held on the piazza yesterday was stopped by order of the Prefect, with the object of preventing a concourse of people.

The ruins are piled up to a height of 100 feet, and the Piazza di San Marco and the adjoining squares are covered with debris and dust. Some damage was done to the Sansovino Loggia, or vestibule, on the east side of the campanile.

The campanile stood opposite the church of the Cathedral of St. Mark's. It was founded in 888, restored in 1329, provided with a marble top in 1417, and in 1557 was crowned with the figure of an angel nearly sixteen feet high.

NEW YORK, July 15.—A cable to the Sun from Venice says: Professor Wagner, city architect, is of the opinion that practically the whole of Venice is doomed to destruction. He says that the subsoil has deteriorated, and piles and pillars are rotten and unable to stand the pressure on them. Shrinkages and sinking have been observed in the subsoil for many years, although an official commission lately declared that there was no danger from these causes.

Professor Wagner advocates the restoration of the loggia of Sansovino, but not the tower. He says that if the tower is rebuilt it should be in modern style.

VENICE, Italy, July 16.—Offers of money to aid in rebuilding the Campanile continue to be received from abroad, including offers from America, but there is a disposition to make its reconstruction a purely national affair and to rebuild the structure exactly as it was prior to the collapse without foreign assistance. The cost is estimated at 6,000,000 lire.

The bronze gate of the loggia of Sansovino was found beneath the debris, twisted and with one of the lions broken. There is hope that the pictures by Tintoretto and others may be saved.

Three-fourths of the Piazza of San Marco is covered with debris and traffic is completely stopped.

NEW YORK, July 16.—Within a barricade surrounding the ruins of the Campanile, workmen are sorting into separate heaps the marble statues, broken bronze bells, copper roofing, carvings of the caps of the columns and iron bars, cables the Venice correspondent of the Herald.

Signor Kasl, Minister of Public Works, and Signor Calderon, Director of Fine Arts, have arrived from Rome to conduct the inquiry into the causes of the disaster. It is now thought the collapse was due to the east wall of the tower having been damaged by lightning in 1745, when the republic built a new wall against it.

The two walls never joined properly and the old wall began to settle in 1859. The two were united with iron and thus made stable. Against the east wall was the Sansovino loggia, which greatly needed repair, as rain entered where the wall joined the campanile to put steel supports. The old wall instantly fell some inches lower. Half a million lire (\$100,000) has already been subscribed for the rebuilding of the tower, which will be the work of several years.

among the white people, the Hawaiians and the Japanese.

"These last, with the Chinese (says Bishop White), can be better reached here, away from their country, where prejudices hold them back."

But what I want now is money for three men to minister to white people. I intend to send every six months to those who give, an account of what is being done, that they may know the progress made.

I enclose a brief statement of the history of the mission.

I have asked my Eastern friends to support one man, and I am asking my friends on the Coast to support another. Will you help me?

What I need is a pledge. You can pay it any time before May 1st, 1903, though a payment between September and December would be welcome.

You can send it to Mrs. J. E. Cowles, 1011 West Adams street, Los Angeles. She is my treasurer and will see that all gifts go through the Board of Missions in New York as special to me.

My dear friend, please help me. I have made many sacrifices to go. Will you make a sacrifice to support me?

I want my friends on the Coast to have an "O. O. M." that is, our own missionary. Faithfully yours,

HENRY B. RESTARICK.

The question of whether the Jurisdiction of Honolulu will be expected to support the third priest is causing some interest here among churchmen. The burden on the parishes is now heavy and any increase, it is said, would be regarded with solicitude.

THE KING ON BOARD HIS YACHT

LONDON, July 15.—King Edward left Victoria station at 11:35 o'clock this morning for Portsmouth. The King was conveyed from Buckingham Palace to the railway station in an ambulance drawn by two horses. The only other occupant of the ambulance was Queen Alexandra. The vehicle was drawn at a walking pace. Although there was a small crowd at the station, there was no demonstration, in compliance with the express wish of the King. The doctors and nurses awaited the arrival of the ambulance and a party of bluejackets removed his majesty from the vehicle to a royal saloon car formerly used by the late Queen Victoria. Absolute privacy was secured by a lofty screen of red plush which surrounded the platform.

PORTSMOUTH, July 15.—King Edward arrived here from London before 2 p. m. The removal of his majesty from the train to the royal yacht Victoria and Albert was safely accomplished by bluejackets, and the King's couch was placed in a reception room which had been specially constructed on the upper deck. The war ships in the harbor fired a royal salute as the King embarked and all the vessels dressed ship and manned yards and decks. The royal yacht steamed off almost immediately after the transfer was completed.

COWES, Isle of Wight, July 15.—The royal yacht, having on board King Edward, Queen Alexandra and the Princesses, anchored in Cowes roads today at 4:20 p. m. after a short cruise eastward. It was officially given out this evening that the King was not fatigued by the journey nor in the least distressed by the transfers, and that his majesty expressed great pleasure at the change.

COWES, Isle of Wight, July 16.—A bulletin issued at 11:29 this morning says: His Majesty bore the journey from London to Cowes extremely well and suffered no inconvenience in the process of moving. The King has had a good night. His general condition is excellent. He is much gratified at the change of air and scene.

"His majesty had his couch wheeled out upon the open deck two hours yesterday afternoon. (Signed)

"TREVES,

"LAKING."

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Celebrating Stony Point.

STONY POINT, N. Y., July 16.—The capture of British fortifications by General Anthony Wayne, in the American Revolution, was celebrated today, the 123rd anniversary of the event, by the dedication of a public park at the scene of the conflict. For years the American Scenic and Historic Society has been engaged in making improvements, and the reservation today presents a beautiful appearance. Through the action of the Legislature the hill where the battle was fought has been converted into a state reservation and hereafter it will be taken care of by the state. Pleasant weather favored the thousands who assembled here today to participate in and carry out the program of dedication.

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Stand Against a Jockey.

NEW YORK, July 16.—Through authoritative sources it is learned that Chairman August Belmont of the Jockey Club has taken a decided stand against the reinstatement of Jockey Lester Reiff by the Western Jockey Club. Reiff was ruled off the track by the English Jockey Club. On Saturday John A. Drake of Chicago, according to report, declared his intention of presenting Savable, Reiff up, at the Futurity post. Mr. Belmont is reported to have said that under no circumstances will Reiff be permitted to sport silk in the Metropolitan track.

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The Meteor Wins.

DOVER, England, July 16.—Emperor William's schooner-yacht Meteor III was the first to arrive here in the race from the Island of Heligoland, Germany, for the Van Busch trophy, valued at 600 guineas, and two other prizes. The yachts started in the race Monday and last night were becalmed in the North Sea.

RACES ARE ALL FILLED

Dozen Horses In the Riding Event.

Not even the June races will exceed in interest those of Saturday, according to the outlook last evening. The events have filled in each instance, there being so far not a single scratch, and the prospect is that there will have to be one more race added, for the purpose of giving a chance to some owners of ponies who are desirous of getting upon the track.

This first feature of the Merchants' Fair events is arousing more than usual popular interest, owing to the fact that a half holiday has been suggested by the Merchants' Association committee, and will be the general rule in the business houses of the city. There is a constant line of good horses on the beach road and on the track at the park, so there will be some fast going, as the animals will be in shape for the contest.

If one sees a driver leading a saddle animal, with the saddle under the seat of the carriage, and with a general appearance of satisfaction, it is safe to bet that it is a case of training a runner for the gentlemen's riding race, for members of the Jockey Club. There are a dozen entries in this event, one being unnamed as yet. Those who are down to compete are: D. H. Davis, W. E. Lucas, Albert Lucas, George Lucas, Robert Ballentyne, W. M. Allen, W. H. Bellina, Charles Bellina, Bert Colburn, Dr. Shaw, James Quinn. There should be some fine exhibitions of horsemanship and already there is even money bet that at least one rider falls off before the stretch is reached.

The entries for the races will close at noon today at the Club stables, and the scratchings will be closed at noon Friday. There will be a meeting of the Jockey Club this evening at 8 o'clock for the purpose of making up a program, and it is expected there will be a good attendance and arrangements for making the day one of the best of the year.

The day in the arrangements for the fair proper made a great difference in the appearance of the pavilion. There are now in place a number of the exhibits and these will be augmented each day from this time until the spaces are filled. There is an abundance of color being introduced into the displays, and the appearance of the building will be most attractive. The lighting arrangements show that there will be an abundance of light all the time, but in addition there will be a number of special lights placed in the various booths.

The Agricultural Fair is all ready, but the fruits, vegetables and flowers. The tables are in place and some decorating has been done which makes the building most attractive.

THE ILLINOIS ON A ROCKY SHORE

CHRISTIANIA, July 14.—The United States battleship Illinois, the flagship of Rear-Admiral Crowninshield, commanding the European squadron, is anchored in this harbor with two holes in her bottom plates and two of her compartments partially filled with water. Her steam pumps are constantly working to keep the vessel clear. The flagship struck bottom as she was entering port, and in consequence the Rear-Admiral, who was on board at the time, has since been obliged to make the cruiser Chicago his flagship.

The mishap will cause an indefinite postponement of the maneuvers of the squadron, as the damage to the bottom plates of the Illinois will necessitate her return to Southampton, where she will be dry docked for repairs.

The accident was due to defective steering gear. The battleship was leading the squadron into the harbor when her helm jammed to starboard and could not be budged. The ship headed straight for the rocky shore on her port hand.

Both anchors were let go and the engines reversed at full speed.

The ship might have escaped, perhaps, had not the port anchor chains parted. This swung the ship in a semi-circle, as her starboard anchor held. She was near the shore when this happened and when the great battleship swung she struck some point in the rocks that punctured the plates in two of the compartments.

CHRISTIANIA, Norway, July 16.—The United States battleship Illinois, flagship of Rear-Admiral Crowninshield, was towed into the inner harbor today and divers are now trying to temporarily repair the damage which she sustained Monday when she struck an obstruction while standing in to the outer harbor, so that she can proceed to Chatham, England, to go into dry dock.

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THE SAME OLD STORY.

J. A. Kelly relates an experience similar to that which has happened in almost every neighborhood in the United States and has been told and retold by thousands of others. He says: "Last summer I had an attack of dysentery and purchased a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which I used according to directions and with entirely satisfactory results. The trouble was controlled much quicker than former attacks when I used other remedies." Mr. Kelly is a well known citizen of Henderson, N. C., U. S. A. For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

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SAVE YOUR SKIN

How to Preserve Purify and Beautify the Skin and Complexion.

To preserve, purify, and beautify the skin, and prevent pimples, blotches, blackheads, redness, roughness, yellow, oily, mothy skin, chapping, and many other forms of skin blemishes, no other soap or complexion soap is for a moment to be compared with CUTICURA SOAP, because no other soap reaches the cause, viz., the clogged, irritated, or inflamed condition of the pores.

SAVE YOUR HAIR

How to Prevent Falling Hair Scalp Humours and Dandruff.

Cleanse the scalp and hair thoroughly with a warm shampoo of CUTICURA SOAP, rinse with warm water, dry carefully, and apply a light dressing of CUTICURA, purest of emollients, gently rubbed into the scalp. This simple, refreshing, and inexpensive treatment will clear the scalp and hair of crusts, scales, and dandruff, soothe the irritated, itching surfaces, stimulate the hair follicles, supply the roots with energy and nourishment, and make the hair grow upon a sweet, wholesome, and healthy scalp, when all else fails.

SAVE YOUR HANDS

How to Make the Hands Soft and White in a Single Night.

Bathe and soak the hands on retiring in a strong, hot lather of CUTICURA SOAP. Dry thoroughly and anoint freely with CUTICURA Ointment, the great skin cure and purest of emollients. Wear during the night old, loose kid gloves with the finger ends cut off. For red, rough, chapped hands, dry, fissured, itching, feverish palms, shapeless nails, with painful finger ends, this one night treatment is simply wonderful and a blessing to all afflicted with sore, chapped, rough, or tender hands.

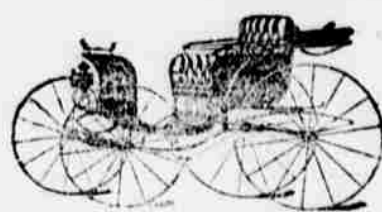
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PERU	JULY 18	PEKING	AUG. 11
COPTIC	AUG. 16	GAELIC	AUG. 20
AMERICA MARU	AUG. 23	HONGKONG MARU	AUG. 26
PEKING	SEPT. 2	CHINA	SEPT. 5
GAELIC	SEPT. 10	DORIC	SEPT. 12
HONGKONG MARU	SEPT. 18	NIPPON MARU	SEPT. 20
CHINA	SEPT. 26	KOREA	SEPT. 30
DORIC	OCT. 4	AMERICA MARU	OCT. 7
NIPPON MARU	OCT. 14	PEKING	OCT. 14
KOREA	OCT. 22	GAELIC	OCT. 22
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